AUTOMOBILES.

CONNECTICUT'S AUTO LAWS

NEW BILL EXPECTED TO PASS WAT GENERAL ASSEMBLY.

holfshment of Speed Limit May Put an End to Country Constables' Graft-Machines May Re Taken From Lawbreakers-Tax to Go Toward Good Roads.

NEW HAVEN, April 6 .-- The owners of those cores of hig automobiles which find threefifths of their way between New York and Doston through Connecticut, to say nothing of the other scores and hundreds which are examed in this State, are not going to find the same conditions in future as have prevailed heretofore if the present General assembly cases the bill which the Committee on Rosds, bridges and fivers is about to report—and the legislations of the state will be believed to the control of the control of the control of the state of the the indications are that is will, favorable com-pittee reports being rather seldom surned down. This is the first time that this com-mittee has had auto legislation to deal with at on Public Health and Safety has handled t heretofore, when the main question accom-

panying the use of the auto was public safety. However, to quote Chairman Allerton of the committee when fighting to have this intomobile legislation referred to his com-mittee, "the automobile is no longer a luxury merely a pleasure vehicle; it is a mode of ansportation and must be considered by is State in its relation to our readways." onnecticut's present automobile laws reuire the owner to register with the Secretary State and receives number which, in figures not less than four inches high and none-of whose strokes shall be less than one-half inch wide, shall be carried both at front and tear of his machine. The fee is \$1 for the original certificate and the same for each their own States are permitted to operate a machine in Connecticut without license for period of fifteen days in any one year. peed limits are twenty niles an hour outside ties and boroughs and twelve inside. ations are punished by a fine of not over \$200 thirty days in jail for the first offence and on and sixty days for subsequent offences. The real basis of legislation regarding autos has always been the speed feature. and it seems to be just dawning on Connecticut that in a crowded street three miles an hour may sometimes be reckless and that nder the proper conditions out in the country forty is entirely safe. In other words, the real test should be whether or not a man s operating a car with good judgment and proper care for the other users of the highway, with little or no regard to the exact speed at which he is running. Indeed, so far as speed goes there is little reason for putting automobiles on any other basis than btains in cases of horse drawn vehicles. The actual safety of life and limb is the real point, and Judges in any courts to which offenders are brought are capable of determining whether this has been conserved in

It is therefore likely that the speed limit will be removed entirely from the law. will go far toward making it impossible for country constables to work the rich graft that has for several seasons been a feature of automobiling in this State. The town of baries in akes no secret that sufficient money is collected by roadside tribunals from automobilis s after they have been caught in well laid traps to pay the running expenses of the town, as well as to enrich constaoles, there are several other towns along the main line between the Hub and the metropolis where this is doubtless as true, if not quite as ovenly admitted.

any given case, with comparatively little regard to just what speed was being main-

tained. Up to the present, however, the real test has always been speed, and in cases

where it was manifest that drivers had been careless, even reckless, and yet were proved

to have been driving within twelve miles an hour courts have refused to hold them.

where this is doubtless as true, if not quite as openly admitted.

Another change which will tend to still further lessen the opportunities for bleeding automobilists will be a clause in the law now being framed making it illegal to settle a case of this sort without a trial under twenty-four hours. Yet the autoist is not going to have things all his own way. The new law will contain a provision permitting his machine to be taken away from him. Thus auto parties speeding to a football game at New Haven, for instance, will have to respect the rights of the other users of the highways, or possibly find themselves out in the figral districts confronted with a choice between walking or trolleying to the next town having a steam road station.

The Secretary of State as a supervising officer over automobiles is to be superseded by an automobile commissioner to be appointed by the highway Commissioner, probably from among his office force to save expense. The new commissioner will issue pertificates of registration for ears and li-

pointed by the highway Commissioner, probably from among his office force to save expense. The new commissioner will issue certificates of registration for cars and licenses to chauffeurs and drivers. Especially does this latter measure seem to have struck a popular chord. Recently in Waterbury, Conn., a young professional chauffeur, who ran over and instantly killed a man last fall, was tried for manslaughter. That word manslaughter scared the jury, and it found him not guilty when he plainly was guilty of something, if only gross carelessness, he goes scot free; while if he had to be licensed the deprivation of the right to run cars in future would be some punishment.

All moneys to be collected on autos will go to the State for use on the State roads. There is a disposition to adopt a new good roads policy in Connecticut, giving all main roads between towns over to the care of the State exclusively, and a big bond issue is proposed, but this automobile money will help out, especially as it is the growing use of autos which makes the road improvements necessary. The automobilists realize that their use of the best road making as perhaps nothing elsa could do, though they makes more reference to the use of the roads in the appring by heavy teams and the consequent ruts, and they are willing to bear their share of the burden of keeping the roadways in share.

some reference to the list of the roads in the spring by heavy teams and the consequent ruts, and they are willing to hear their share of the burden of keeping the roadways in shape.

Indeed, in a general way the automobilists of Connecticut are acting in a very fair and honorable spirit toward this matter. Representative Alsop of Avoa, a young Yale man, is himself an automobilist and framed the bill which the Committee on Roads, Bridges and Rivers is using generally as a model for the measure which it will report. One apparently excellent innovation in means of identification was suggested by an enthusiaste automobilist. Mayor George Landers of New Britain. This is a tail light over the number, which would work as do the small incandescent lamps over street car signs at night, to keep the figures lighted and easily readable. Mayor Landers gets this idea from the English law and admits that he did have throuble over there in keeping his rear light lighted, and once had to settle. But the present system of identification is very inadequate, he says. The fellow who wants to keep the law is disgusted to find how easy it is for the fellow who doesn't to break it and get away without being caught."

The hardest point to handle in the whole matter is that of taxing the automobile, which is bound to come directly. The autoists shy at the thought of taxation. They would care less about paying \$50 a year for registration than half that as a tax. The committee will report in favor of a tax, however. The only point is how and by whom it shall be raised. The general proposition is to tax at so much a horse-power. This at once leads to confusion, for many American cars are mated at a higher horse-power than they develop, and practically all foreign cars at much less than their real horse-power. The only point is how and by who is shall be raised. The general proposition is to tax at one commissioner it would not be a difficultimatter to supply him with the apparatus and formula necessary, and require him to measure the actu

Holbrook School Baseball Schedule. The following schedule has been arranged or the baseball team of the Dr. Holbrook

the baseball team of the Lar. Hollowal hool of Ossining. N. Y.:
noril 13, Irving School, at Ossining; 18, Yale shmen, at New Haven; 20, Lovola, at Ossining; Peckskill, at Peckskill; 27, Mohegam, at Ossining; y. 1, Betts, at Ossining; 4, Poly Prep., at Ossining; y. 1, Betts, at Ossining; 4, Poly Prep., at Ossining; Hackley Hall, at Ossining; 11, De La Salle, Ossining; 16, McKenzle, at Dobbs Perry; 18, Eskill, at Ossining; 23, Mohegan, at Mohegan; 7, H. at Watertown. atertown. le 2d . at Ossining; 6, Riverview, at

AND STATE OF THE S

Correspondent

and the Famous Record-Breaking Boston THE SUN.

New York:

I have just left the hospital, where I have been laid up for three weeks as a result of the accident to the Welch Car on the evening of March 12 during the run from New York to Boston. The motorman who ran the trolley car into us while we were stuck in a big snow bank near Mariborough. Mass., throwing me out and injuring my knee cap, permanently, I fear, is still making his periodical trip unconscious of the ruin created by his care-

The detention in hospital has prevented me from taking any part in the open discussion about the run in the Welch and the one made three days later by Kelsey in his Matheson. His pub-d "adventures" during his run made me smile frequently in the perusal, and no doubt the motor world has been chuckover his peculiar narrative and the startling admissions he has made. From the "Hurrah" style of the introduction and the Hippodrome display of same, one would think that the subtle pen of Tody Hamilton, of circus fame, had been employed to write the remarkable story of that "wild ride to Boston," which Kelsey asserts was not a "so-called race" but merely the run of an enthusiastic

While one is led to expect from the beginning that Mr. Kelsey's adventures on that occasion included the seeing of snakes, capture of elephants and personal conflicts with lions and tigers. I find it very tame indeed as the story progresses, and at the finish I am tempted to exclaim "Out of the mountain comes a mouse!" Kelsey denies racing and even his style is not "racy" enough to justify the belief that he wrote the article to which his signature is attached.

One cannot help entertaining a suspicion that the story was written in the Matheson garage, for Mr. Kelsey has the reputation of being both humorous and brilliant, whereas the story of his adventures is neither funny nor bright. In fact, there are spots in which it is tragically dull. Mr. Kelsey claims that he made the trip in 14½ hours, and I am sure nobody cares to disbelieve him. But what of it? The Welch Car, in spite of all obstacles and accidents, beat his in actual running time BY SEVERAL HOURS. As an instance, Mr. Kelsey admits that it to k him 8 hours to run from New Haven to Worcester, a distance of 120 miles. Fifteen miles an hour is the pace the farmers run their wheelbar-rows at in that locality. It took the Welch Car 4½ hours to cover that same distance and with the roads in a far worse condition. In fact, Mr. Kelsey had the advantage of a three days' thaw to help melt the snow

and clear the roads. Surely Mr. Keisey was not breakfasting

all those eight hours! And, as he says he "had no motor trouble, no transmission trouble, and no tire trouble," I am forced touble, and no tire trouble," I am forced to the conclusion that he either fell asleep on the road or played a few games of pinochle with his chauffeur in the meantime. He surely would not have us believe that he spent three and a half hours in the middle of the day trying to find the nearest way to the Hubi

Mr. Kelsey's ideas of arithmetic are both original and atriking. He concerns

both original and striking. He concerns himself only with "elapsed time," and quietly ignores actual RUNNING time. He has, seemingly, succeeded in convinc-ing himself that his twelve and a half hours of actual running time from here to Boston on improved roads was far more of a record performance than that of the Welch Car in nine hours. He admits he had no trouble whatever, and consequently makes no allowance for an accident that might have been fatal to all occupants of the Welch Car instead all occupants of the Welch Car instead of merely causing it a two hours delay. He claims to have done the trip in the shortest elapsed time, yet proves by his own figures that his speed at no part of that run ever approached that of the Welch Car. The worst enemies of the Welch Car—and all superior things have enemies—would never think of taxing the Welch or its driver with the two hours lost in a very serious and entirely unpreventable accident, but, in the effort prove himself an amateur enthusiast, Mr. Kelsey shows himself also an amateur and a decidedly amateur Had Mr. Kelsey my injured limb he might appreciate the seriousness of our accident and the consequent necessity for a halt. I ought to add that it was simply at my request that Mr. Periman continued on finish the run, because I wanted him to do what he easily did-beat every other car that tried the same run.

It was Mr. Perlman's desire to abandon the run altogether and take me to a local hospital, but though in excruciating pain I insisted that he continue on to Boston as soon as the full extent of the accident to myself and the Welch Car could be ascer-Though the tonneau was broken by the force of the collision, when Mr. Perlman found that his engine was intact he continued the journey, yielding at last to my importunities. So we finished the trip and I went to the hospital in Boston with a broken knee cap conscious in my suffering that we had broken all Winter records to Boston from New York. Mr. Kelsey's bluff, therefore, is not ace high

in a gale of wind.

Mr. Kelsey concludes his "adventures" by stating that outside of gasoline, oil and hot air, the expense of his trip amounted to just five cents. Considering the result of the trip, I think it was a lavish expenditure. In fact, it wasn't worth half the outlay, and something ought to have been laid out in crackers and cheese for the chauffeur, even if Mr. Kelsey did not care to eat during the journey.

ROBERT L. DUNN.

(Ground Floor) 200 MONTAGUE ST. CORNER COURT ST.

April 4th., 19 %.

Welch Motor Car Co.,

gentlemen:-

As a lover of truth I feel justified in imparting some information to you which may enable you to refute a lie on the

New York City, N. Y.

For some days past they have had one of their runabouts parading around the streets of Brooklyn bearing a sign saying that they were the holders of the time record between New York and Chicago, 63 hours, and New York to Boston, 14 hours and some minutes.

Their machine stood in front of my office for over four hours and attracted a great deal of attention from those who were ignorant of the name of the true record holder.

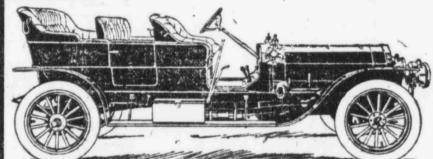
I am sending you this letter with ho other thought than a prespect for clean sport and a desire to see credit given where credit is due.

Yours very truly

Dio. R.J .- A.G. M.

Row gametre

When you make up your mind to buy an Automobile, and you want the swiftest, sefest, strongest and simplest of all American cars now made, just



WELCH TOURING CAR

which leaves all other machines in the rear. You won't mind the speed, because the car is so strong, safe and steady. Simple to operate, too. Seats seven persons

READY FOR IMMEDIATE DELIVERY

Touring Car, 50 H. P., 4 Cylinder 84,200 Limousine, 50 H. P., 4 5,500 5,500 Landaulet, 50 H. P., 4 6,000 Touring Car, 75 H. P., 6 Limousine, 75 H. P., 6 7,000 4

The Welch Motor Car Co. 1871-1873 Broadway New York City PRICE \$4.000 00

AUTOMOBILES

CHOOSE AN AU

Those who are looking around with the idea of buying an automobile are often confused by the extravagant and conflicting claims made by various agents in behalf of their machines.

In addition to this there is the fact that to the uninitiated nearly all machines look alike, although there is almost as much difference between them as there is between an ocean liner and a ferryboat.

The best way-and the only satisfactory way-is to select your automobile ON ITS RECORD. There is no getting around the guarantee of prolonged tests successfully passed of record runs, of proved structural strength, of demonstrated reliability. On all these points the THOMAS CAR excels. Its appeal to the motorist is from the standpoint of MERIT.

The recent non-stop run, a new world's record, running 507 hours without a stop of any kind.

Because it proved itself the American Champion in the Vanderbilt Race.

A perfect score in the Glidden tour. The most remarkable series of records ever made in one season by any one car.

The mechanical perfection that made these perfor rances possible.

The remarkable list of testimonials that are on exhibition in our show room window.

7th. Because we have the largest and most experienced

corps of domestic and foreign engineers and designers in the world. Because more money has been spent in bringing it to

perfection than on any other car in the world. Because we give more for the money than any other make-longer wheel base, more powerful motor, larger tonneau, the only car equipped with the latest and superior ignition device, the Atwater-Kent system, as well as a Bosch magneto.

And finally the result-more than a thousand THOMAS owners speak up from every state and section of the country and say: "The most perfect car in America."

WE HAVE FOR IMMEDIATE DELIVERY

ALSO

SPECIAL ANNOUNCEMENT We are building a limited number of

70 H. P. FLYER RUNABOUTS Delivery 30 Days, Price \$4000.

Any orders placed for these must be placed now as we are building only a limited number.

Having added to our regular selling agency a second hand department we are prepared to make a liberal allowance in trade on your present car, no matter what make. Take a demonstration in a THOMAS CAR and we are sure you will become a THOMAS OWNER

BROADWAY AND SIXTY-THIRD STREET

OPEN EVENINGS

Telephone --- 3716 Golumbus

Manufactured by the E. R. THOMAS MOTOR COMPANY, Buffalo, N.Y. Members A. L. A. M.